



National Transportation Safety Board Aviation Accident Final Report

Location:	Newtok, AK	Accident Number:	ANC13CA042
Date & Time:	05/04/2013, 1340 AKD	Registration:	N9400M
Aircraft:	CESSNA 207A	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	4 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The pilot of a scheduled commuter flight reported that he was about 4 miles north of the destination airport and operating in VFR weather conditions. According to the operator, as the flight approached the airport, the visibility was reduced due to fog. The pilot then initiated a gradual descent over an area of featureless, snow-covered terrain, which made it difficult to discern any topographical terrain features due to flat light conditions. The operator reported that the pilot could see his destination airport in the distance but that, during the descent, he became “uncomfortable” with the approach, and he initiated a go-around. The airplane subsequently collided with a snow-covered frozen river, about 1 mile from the approach end of the airport, sustaining substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical problems with the airplane. One of the passengers aboard the accident airplane wrote, in part, “I looked out the window to my right to see if I could see the airport and did not, it was too foggy.”

The operator reported that the accident flight was the pilot’s second attempt to reach the destination airport that day. During the previous flight that morning, poor weather conditions prevailed, so the pilot returned to his departure airport to wait for weather conditions to improve.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued flight into adverse weather and his failure to maintain clearance from terrain while on approach in flat light conditions. Contributing to the accident was the pilot's delayed decision to initiate a go-around.

Findings

Aircraft	Altitude - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause) Delayed action - Pilot (Factor) Decision making/judgment - Pilot (Factor)
Environmental issues	Flat light - Contributed to outcome Fog - Contributed to outcome

Factual Information

History of Flight

Approach-VFR go-around	Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	03/21/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2001 hours (Total, all aircraft), 533 hours (Total, this make and model), 1728 hours (Pilot In Command, all aircraft), 167 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9400M
Model/Series:	207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700687
Landing Gear Type:	Tricycle	Seats:	8
Date/Type of Last Inspection:	04/20/2013, AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	24472 Hours at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	ICECAP LLC TRUSTEE	Rated Power:	300 hp
Operator:	HAGELAND AVIATION	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	ERA ALASKA	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAOO, 72 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1156 ADT	Direction from Accident Site:	209°
Lowest Cloud Condition:	Scattered / 1600 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	4° C / 6° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethel, AK (PABE)	Type of Flight Plan Filed:	Company VFR
Destination:	Newtok, AK (PAEW)	Type of Clearance:	None
Departure Time:	1245 ADT	Type of Airspace:	

Airport Information

Airport:	Newtok (PAEW)	Runway Surface Type:	Dirt; Gravel
Airport Elevation:	25 ft	Runway Surface Condition:	Snow
Runway Used:	33	IFR Approach:	Visual
Runway Length/Width:	2202 ft / 35 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	60.939167, -164.641389 (est)

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Report Date:	07/29/2013
Additional Participating Persons:	James Howerly; Federal Aviation Administration; Anchorage, AK		
Publish Date:	07/29/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86836		

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